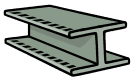
CIVIL AIR PATROL
United States Air Force Auxiliary
August 2005

PLANE TALK

THE NEWSLETTER OF SAN FERNANDO SENIOR SQUADRON 35

From The Commander

The Riddle of Steel



I am a movie buff. It's hard not to be when raised in a household where one's father is the manager of the local theatre. I grew up enjoying films, some of which were entertaining, some of which were thought provoking and some of which were better suited for use as kindling in a campfire. The good ones always had at least one, and sometimes several, underlying themes that helped you understand the characters, their motives and they're methods. One film that I liked was Conan the Barbarian. It was your typical Robert E. Howard sword and sorcery tale in which our present-day governor of California was galaventing around the countryside slaying wizards, witches and giant snakes. Something that was lot easier to do than balancing the budget or battling political pundants, but I digress.

What elevated this film above the standard movie of this genre was its theme. They started off by asking the audience and character about something called "the riddle of steel." As I understood it, steel was something almost magical to the barbarians of this fictional, bronze age society. Only they, and the ancient lords of lost Atlantis knew the secret of forging it. Yet as powerful as steel was; as strong and deadly a weapon as it made, this "indestructable" metal was worthless unless wielded by the weakest creatures in existence, man. Steel was strong, but it was usless without flesh.

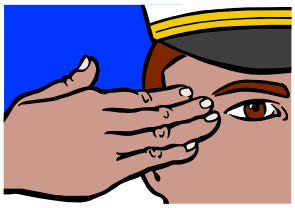
So, where am I going with this?

We are part of a volunteer group that contributes greatly to our local community and our nation. We spend hours searching out elusive ELTs, missing aircraft, lost hikers, patroling borders, transporting organs and blood supplies, training young kids about responsibility and leadership, maintaining equipment, doing paperwork; in short we do a lot of work for no reward other than our own sense of self-worth and esteem. To accomplish this task we use Cessnas, Pipers, Beechcraft, trucks, cars, radios, SDIS gear, DF receivers, etc, etc, etc. However, when you come right down to it, what makes Squadron 35 valuable is not the equipment we use. All of it, like the riddle of steel, would be useless without the most important component, people.

The time we spend, the effort we apply, that is what makes CAP what it is. Our equipment exists to make the job possible, yet without us, there is no job, there is no equipment. There's nothing. We serve because there is a need. We give of our most valuable resource, time, to get the job done. The equipment we use is important, don't get me wrong, but if you removed all other elements from the equasion, the planes, the radios, the cars, we could still find some way to help our community though the use of our time.

We might not be the Civil "Air" Patrol, but we would still be volunteers. We'd still be Minutemen.

Semper Vig
Maj Jim Hayden, CAP



HONESTY IS THE BEST POLICY

10 tips for being more truthful

Make a commitment to tell the truth and honor it.
Tell someone about your commitment and progress.
Think before you give a dishonest answer, explanation, or reason.
Be careful of when and how you use exaggeration, sarcasm, or irony.
Be careful not to twist the truth or leave out part of it.
Don't indulge in little white lies; don't get caught in cover-ups.
Watch out for silent lies. When you know about a lie and keep quiet, the lie lives on.
When you catch yourself lying, throw your moth into reverse and tell the truth.
Talk to yourself quietly and ask what is the best thing to do.
Treat your to something special with you tell the truth even when it's hard.

Be honest with yourself

Accept responsibility for your own actions; don't blame others.
Be honest about your feelings.
Face issues as they arise.
If you are considering lying, try to think of the consequences.
When confronted with a situation, think of others.

AEROSPACE EDUCATION

What aircraft does this Cockpit belong too?

Answer in next issue of Plane Talk!

ON THE SAFE SIDE

CRM – CREW RESOURCE MANAGEMENT

It's the "buzzword" for all of CAP aviation today. CRM training has been advocated for the airlines by the FAA since 1998. CRM is a way of looking at the "Human-Machine" interface to make flying safer.

CAP recognizes that the type of flying we do involves a "team" of individuals. We fly as a "crew" in CAP. Not just as an individual "boring a hole in the sky." We have a plan to fly and people to work with to achieve the Mission objective. We CAP aircrew members must develop and train safely as a "team." There's all kinds of dynamics to the function of flying with other people in a structured environment. That's why CAP has adopted CRM training for aircrew members. It's so important CRM is included in our mandatory CAP ES Training (Part 117).

CAP CRM topics cover Mission (Flight) analysis, Assertiveness (or lack of it), Decision Making, Communication, Leadership, Adaptability and Flexibility and Situational Awareness. Here at Squadron 35 we've had the good fortune to make available at each weekly meeting a complete series of CRM briefings by Mark Beutel which improves your understanding of this very important issue.

The CAP CRM Training course, is available on the CAP National Website (www.cap.org) Goto Operations Training, the CRM module is in the lower left panel of the screen for downloading.
It's not just a good idea. It's a safer way to fly!

John Krogstad, CAP
Squadron Training Officer

Squadron 35 Headquarters
CIVIL AIR PATROL
UNITED STATES AIR FORCE AUXILIARY

ON THE SAFE SIDE

THE STRANGE DISEASE CALLED "GET THERE ITE-IS"

We've all had it at one time or another. Pushing your Safety limits to get home! There is an element about it that can be lethal for you and your aircrew. How many times have we heard of a pilot running out of fuel within sight of the destination airport? How many times have we read about a pilot "stretching" a safety margin or experience level to "beat the weather."

It's pretty normal for all humans to want to complete their travel. We all want to "get home." But when things start to work against us to make our destination, or timetable, less predictable we may be tempted to "cut corners" in Safety.
In aviation "cutting corners" is never a safe way to fly. You may get away with it a few times. But the odds of "cutting corners" will catch up with you. Do you ever wonder why a pilot "cut corners" to get to his destination in the first place?
Take a look at yourself. It's human nature to want to get back to a safe environment. Our destination, or "home field." The challenge is getting there safely when the weather, your aircraft, or other circumstances prevent it. Psychologically each of us has to make decisions when confronted with change. Change is never welcome. So we get a little anxious. More so if we didn't plan for change. Sadly, in flight we can't "stop the clock" to think through the situation. That's why every flight should be prepared with contingencies. Plan aircraft, weather and people contingencies. Sometimes you don't even have to write them down. But, planning helps youl feel more confident, even if you don't have to use those plans. You'll certainly feel confident in case you have to use them.

Plans have changed, you're anxious. You're distracted and focused on the task of finding alternatives. You're under some stress. All of these subtle elements can "work" on you to prevent using solid judgement to solve the problem of "getting home." This means missed items, distractions to the task at hand, perhaps confusion. Understand that how you react to whatever is slowing or stopping you from getting home is one of the most important factors in decisions you make for the remainder of your flight. "Know yourself" when you are under stress. Know the "I-AM-SAFE" philosophy.

The great aerobatics Pilot Duane Cole flew his small single engine aerobatic Taylorcraft to all the air shows he starred in across America. He was quoted once to say, "There isn't any reason strong enough to not delay or cancel your flight." And he always made it "home."

John Krogstad, CAPT
Assistant Squadron Safety Officer

TRAINING

GLASS COCKPITS IN CAP AIRCRAFT A NEW REALITY

Yes they're coming! As you know CAP has on order a number of new Cessna aircraft equipped with the new GARMIN G-1000 "glass cockpit" displays which will be delivered right off the assembly line in Independence, KS to operational CAP units!

When will Squadron 35 see one of those new glass-cockpit equipped aircraft? Right now CAP has 20 new Glass Cockpit/GARMIN G-1000 Cessnas on order. How many will be assigned to California Wing is to be determined. However, you can begin to get acquainted with this new technology on the CAP Training Website:
www.cap.gov, goto the Operations Training section. It's the box in the upper left hand corner. It also details the minimum requirements for you to train in the new system.

It's very different for most of us who grew up trusting "round gauges" and now we have to rely, and trust, what may seem to be just a computer video arcade game. New studies have even shown that Instrument scans are slower with cockpit video than "round gauges." It's going to take a lot of getting used to!

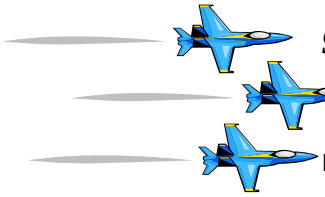
The best you can do now is to take advantage of as much training as possible from any resource. Whether its at a demo of a new glass-cockpit Cirrus at the local airport, or a video demonstration on-line. Only until you begin working with these new systems, will you become proficient with them. This takes time and training. Rest assured CAP will train you well before you're "let loose" in the world of "video" flying!

John Krogstad, CAPT
Squadron Training Officer

SQUADRON 35

Project: "Flight Time"
9 July 2005

FAA REGULATIONS...Speed & VFR



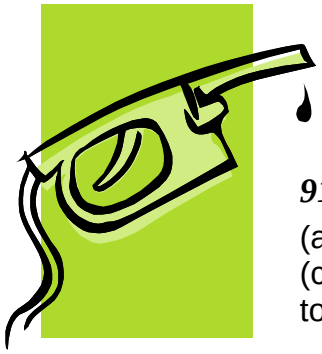
91.117 Aircraft speed.

(a) Unless otherwise authorized by the Administrator, no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots (288 m.p.h.).

(b) Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class C or Class D airspace area at an indicated airspeed of more than 200 knots (230 mph.). This paragraph (b) does not apply to any operations within a Class B airspace area. Such operations shall comply with paragraph (a) of this section.

(c) No person may operate an aircraft in the airspace underlying a Class B airspace area designated for an airport or in a VFR corridor designated through such a Class B airspace area, at an indicated airspeed of more than 200 knots (230 mph).

(d) If the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed in this section, the aircraft may be operated at that minimum speed.



91.151 Fuel requirements for flight in VFR conditions.

(a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed—

(1) During the day, to fly after that for at least 30 minutes; or

(2) At night, to fly after that for at least 45 minutes.

(b) No person may begin a flight in a rotorcraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, to fly after that for at least 20 minutes.

Rule one: No matter what else happens, fly the airplane!!

HISTORICAL KALEIDOSCOPE

M2-F3
LAUNCH FROM
B-52

1971

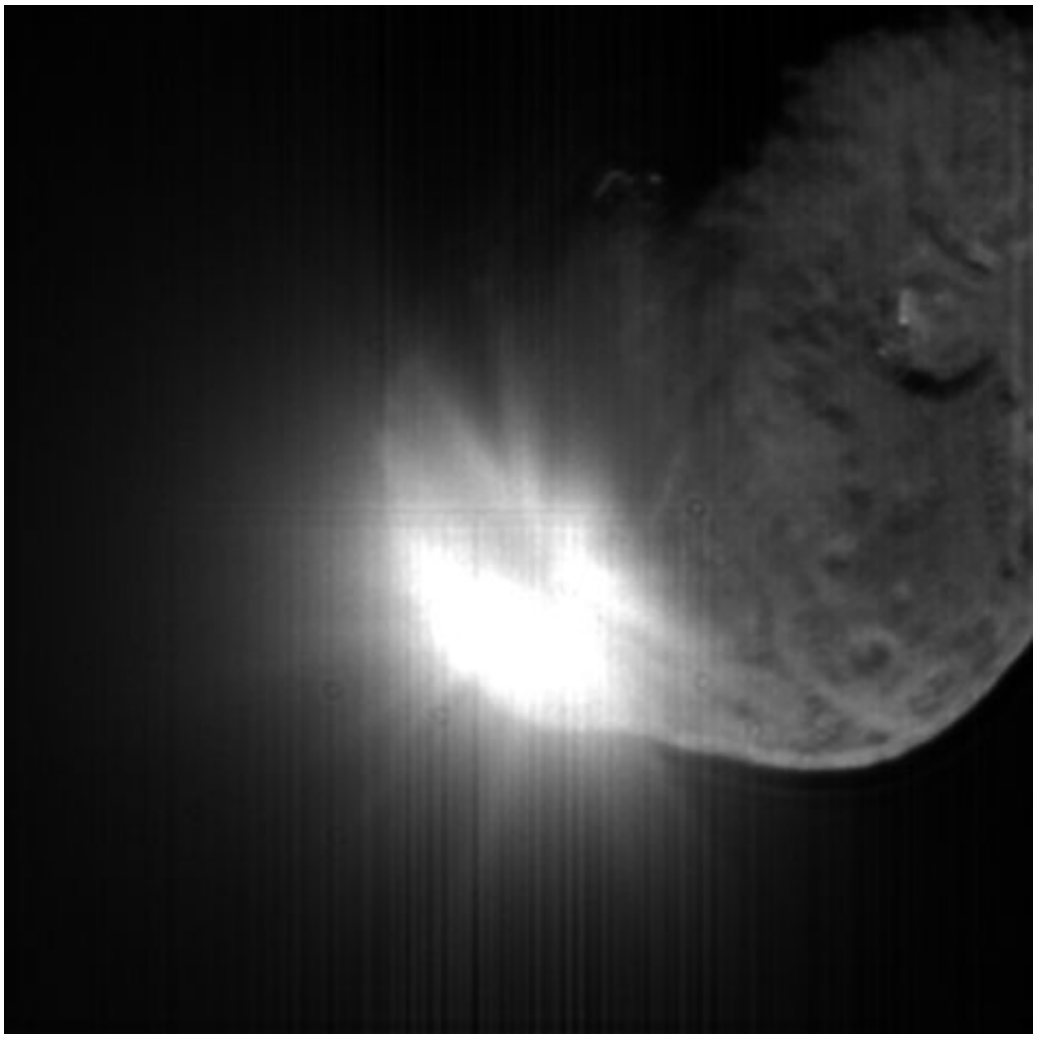
PRE SPACE SHUTTLE
GLIDING STUDIES.

F-15
REMOTE PILOTED
RESEARCH VEHICLE

STUDIED
STALL-SPIN
CHARACTERISTICS

1973

AEROSPACE



Fireworks came early on July 4th when, at 1:52am EDT, the deep impact spacecraft's probe smashed into the surface of Comet Tempel 1's nucleus at ten kilometers per *second*. The well-targeted impactor probe was vaporized as it blasted out an expanding cloud of material, seen here 13 seconds after the collision. The image is part of a stunning series of frames documenting the event from the high resolution camera onboard the flyby spacecraft Tempel 1's potato-shaped nucleus is approximately 5 kilometers across as seen from this perspective. Cameras onboard the impactor probe were also able to image the nucleus and impact site up-close ... until about 3 seconds before the impact. Of course, telescopes nearer to planet Earth followed the event detecting a significant brightening of comet tempel 1.

USAF NEWS

Thirsty B-2

JUST KIDDING

A plane leaves Los Angeles airport under the control of a Jewish captain. His copilot is Chinese. It's the first time they've flown together and an awkward silence between the two seems to indicate a mutual dislike.Once they reach cruising altitude, the Jewish captain activates the autopilot, leans back in his seat, and mutters, "I don't like Chinese."
"No rike Chinese?" asks the copilot, "why not?"
"You people bombed Pearl Harbor, that's why!"
"No, no," the copilot protests, "Chinese not bomb Peahl Hahbah! That Japanese, not Chinese."
"Japanese, Chinese, Vietnamese... doesn't matter, you're all alike!"
There's a few minutes of silence. "No rike Jews!" the copilot suddenly announces.
"Why not?" asks the captain.
"Jews sink Titanic," the copilot responds.
"Jews didn't sink the Titanic!" exclaims the captain, "It was an iceberg!"
"Iceberg, Goldberg, Greenberg, Rosenberg, no mattah... all same!"

Airspeed, altitude and brains. Two are always needed to successfully complete the flight.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

What is the purpose of the propeller? The purpose of the propeller is to keep the pilot cool.
You don't believe that?
If the propeller stops, watch how the pilot starts to sweat.

Plane Talk is published 6 times per year by Senior Squadron 35, Charter number CA 080. Squadron 35 address is 12653 Osborne Street, Pacoima, CA 91331. Squadron Commander is Major James Hayden.

Squadron 35 meets every Wednesday at 1930 hours. Meetings are held at Squadron Headquarters, Whiteman Airport, 12653 Osborne Street, Pacoima, CA 91331.

At each meeting, CAP topics are considered and discussed. Visitors and members of other CAP groups are welcome to attend.

Please email comments to Maj Brian Stover or
2 Lt Mark Beutel at the following email address:
Maj Brian Stover: stover@bbs-la.com
2Lt Mark Beutel: wingman5@comcast.net

THANK YOU!